

# Aruba Esso News

VOL. 17, No. 6

PUBLISHED BY LAGO OIL & TRANSPORT CO., LTD.

March 24, 1956

## It Is Tulip Time In Holland



HOLLAND'S tulip season is now in full bloom. To help publicize the season, KLM flew tulips early in March to various countries. Here Mrs. J. J. Horigan receives a bouquet from Stewardess Wietske Veenstra and Mr. O. Kuyn of KLM's Public Relations Department.

E TEMPORADA di tulip na Holanda ta den plena flor. Pa yuda propaga e temporada, na principio di Maart KLM a transporta tulpa pa varios paisnan. Aki Sra. J. J. Horigan ta recibí un bouquet for di Stewardess Wietske Veenstra y Sr. O. Kuyn di Departamento di Relaciones Publicas di KLM.

## Di 16 Olympiada Anual Fiha pa April 28 Anochí

Hombenan corriendo bicicleta, hombernan corriendo den carson cortico y zapato cu spike, hombernan tirando spear y bola y cu ta usa tur otro sorto di equipo atletico e siman aki a anuncia acercamento di e 16 Olympiada Anual na ocasion di Aniversario di La Reina.

E evento pa cual nan tabata prepara a worde fihá pa tuma lugar den e stadion na San Nicolas April 25 anochi. E programa lo consisti di 26 evento variando di hizamento di vlie te bulamento leuw.

Prospectivo participantenan por

## Clinica Nobo Lo Cuminza

Cu entrada di April 1 oranan di consulta pa familia di empleadonan staff y regular lo worde conducí tanto trameria como mainta, segun un anuncio reciente haci door di Dr. R. C. Carrell, director di Departamento Medico di Lago.

E oranan di consulta adicional lo ta for di 1 pa 3 'or Dialuna te Diabierna.

Oranan general di consulta pa tur familiaran di empleadonan staff y regular ta: 8 a.m. te 10:30 a.m. y 1 p.m. te 3 p.m. E clinica ta habri solamente den oranan di mainta ariba Diasabra y for di 10 a.m. te 11 a.m. ariba Diadomingo y dianan di fiesta.

Pa informacion di empleadonan mas nobo y nan miembronan di familia, Departamento Medico ta avisa cu tur empleadonan cu condicionan no-repente of no-emergente ta worde expectá di atende e consulta general ariba dianan regular di siman. Na ora di e consultanan aki tur divisionnan di e servicio di consulta incluyendo e laboratorio ta atendi door di tur personal. Mientras un consulta general ta worde hibá for di 10 a.m. te 11 a.m. ariba Diadomingo y dianan di fiesta, mientras servicio di consulta pa pacientenan afor ta disponible ariba base di 24 ora, e consulta di Diadomingo y consulta for di ora ta worde operá primeramente pa maleza repente y/of desgracia so, asina e anuncio ta bisa.

obtene formulario di entrada cerca miembronan di e board of na e park. E formularionan yená mester worde doboibí pa April 14. Trofeonan lo worde duná na ganadornan di cada evento.

E programa lo inclui:

Careda di 100 yarda; pustamento di bicicleta over di mita; milla; careda di 100 yarda (te 16 anja di edad); pustamento di bicicleta over di un milla; careda di 220 yarda; 'needle and thread race' di 50 yarda; 440 yarda relay race; un milla di pustamento di bicicleta (clase A); tiramento bola; dos milla di pustamento di bicicleta (Clase B); careda di 440 yarda; tiramento di discus; careda mita milla; tres milla di pustamento di bicicleta; tiramento di spear; rancamento di cabuya; careda di 100 yarda (pa mucha nuber); careda di un milla; bulamento leuw na careda; bulamento polstok; careda di tres milla; nuebe milla di pustamento di bicicleta; hizamento di vlie y careda di 50 yarda pa empleadonan mas cu 40 anja di edad.

## Croes Eligí Como Presidente SPAC

Maximo Croes di Executive Office a worde eligi como presidente di Special Problems Advisory Committee. Anteriormente un miembro di Lago Employee Council, Sr. Croes a worde eligi den SPAC mas tempran e anja aki.

Otro oficialnan di e comité ta R. E. Frank, vice-presidente y G. V. Roos, secretario. Sr. Frank ta traha den Technical Service Department; Sr. Roos den Safety Division.

## Esso Heights Debolbe na Gobierno

Un area di 12.44 hectare, conoci e ultimo 14 anja como Esso Heights, a bolbe pasa den man di gobierno cu firmamento di un acto di transferencia door di Presidente J. J. Horigan y Gezaghebber L. C. Kwartzs, Maart 9.

Tambe, e edificacion ariba e terreno - trahá over di anjanan door di Lago - a worde transferí pa gobierno.

E ceremonia a tuma lugar den sala di conferencia di Bestuurscollege na Oranjestad den presencia di Deputadonan P. Croes y E. O. Petrona, Secretario L. C. M. Kerstens, J. Pauw, hefe di Domeinbeheer, Notario F. E. J. Thijssen, J. C. Stenfert-Kroeze di Lago y miembronan di prensa Arubano.

E transaccion, completá cu e pago simbolico di gobierno na Lago di Fls. 1, tabata inclui 15 bachelor quarters di blokki di concreto, cuatro excusados y e dining hall. Hunto cu e Esso Heights Dining Hall bieu e bai tur equipo y piezanan den e edificio. E transferencia di propiedad tabata inclui tambe wayanan bieu, fuente di energia electrico, plouan di luz, transformador y tubonan di awa y sewer presente den e area. Tubonan di awa pa candela, hydrants y hermentnan di paga candela no a worde transferí pero ta keda propiedad di Lago.

E 15 unidnanan di biba a worde trahá na 1949 y 1950. Situá pa nord di Lago Heights Bachelor Quarters, nan tur ta di blokki di concreto. Cada unid tin 12 cuarto trahá ariba un fila. E excusadonan cu ta situá centralmente ta sirbi cuatro di e unidnanan pareuw.

Mientras e ultimo solteronan a sali for di Esso Heights siman pasá, historia di e facilidnan conoci como Esso Heights ta bai back te 1942 y 1943 y ta mará directamente cu construcion di No. 2 Powerhouse y Cat Plant. Tabata 14 anja pasá cu construcion di e unidnanan grandioso aki a necessita recruitment di tanto hendenan di ofishi como peon. Tabata tambe durante 1942 cu mas of menos 2000 homber a worde treci ariba door di Lago primeramente for di St. Vincent, Barbados, St. Lucia y otro islanan Ingles.

E influjo di hombernan tabata presenta un problema di cas. E adretonan di 1938 a worde hospedá adretonamente na Sabaneta camp. Sinembargo, e 2000 hombernan cu a alcanza costanan di Aruba durante 1942 tabata mucho mas cu cubri facilidadnan di cas na Aruba por a acomoda. E proyecto original di Esso Heights tabata e solucion. E tabatin su principio den 12 barak di palo di dos piso pariba di e unidnanan actual. E baraknan aki, tumbá abao anja pasá a haci uso te tempo cu e reemplazonan di concreto di un solo piso a worde trahá y ocupá na Februari 1950.

Esso Heights Dining Hall a worde trahá na 1942, a sirbi su promer comida na Januari 1943; a haci uso te Juli 1955. El a worde trahá ora e facilidnan existente di Lago Heights Dining Hall no por a acomoda e cantidad creciente di hombernan cu ta ocupa e cuartanan na Lago y Esso Heights.

Gobierno no a anuncia ningun plan definitivo pa e sitio y e bungalownan. Sinembargo, a worde reportá cu discusionnan den circulonan di gobierno tocante destino di e propiedad a inclui plannan pa converti e sitio den un sitio pa acomoda hendenan cu ta den necesidad di caridad. Acomodacion pa hendenan bieu y hombernan a bini bao di consideracion.

## Esso Heights Is Transferred To Government

### Buildings May House Island's Aged

An area of 12.44 hectares, known the past 14 years as Esso Heights, passed back into government hands with the signing of a release by President J. J. Horigan and Lt. Gov. L. C. Kwartzs. In signing the legal form March 9, Mr. Horigan released the right of the long lease Lago held on this area. Also, the buildings on the land - built over the years by Lago - were transferred to the government.

The proceedings took place in the conference room of the Administrative Council in Oranjestad in the presence of Deputies P. Croes and E. O. Petrona, Secretary L. C. M. Kerstens, J. Pauw, Domain Land Administration department head, Notary F. E. J. Thijssen, J. C. Stenfert-Kroeze of Lago and members of the island press.

The transaction, completed with the government's token payment to Lago of Fls. 1, included 15 concrete block bachelor quarters, four lavatories and the dining hall. With the old Esso Heights Dining Hall went all equipment and appurtenances within the building. The property transfer also took in old fences, powerhouses, light poles, transformers and water and sewer lines present in the area. Fire lines, hydrants and fire fighting equipment were not transferred, but remain the property of Lago.

The 15 housing units were constructed in 1949 and 1950. Located north of Lago Heights bachelor quarters, they are all concrete block construction. Each unit has 12 rooms built in a row. A compact development, the units are four deep with lavatories centrally located to serve a block of four.

While the last of the bachelors moved out of the Esso Heights quarters the last weekend, the history of the facilities known as Esso Heights goes back to 1942 and 1943 and is tied in directly with the construction of the No. 2 Powerhouse and the Cat Plant. It was 14 years ago that the construction of these two major units necessitated the recruiting of both craftsmen and laborers. It was also during 1942 that some 2000 men were brought to Aru-

ba by Lago primarily from St. Vincent, Barbados, St. Lucia and other English-speaking islands.

This influx of men presented a housing problem. The 1938 recruits had been adequately housed at the Sabaneta camp. The 2000 men who reached Aruba's shores during 1942, however, were far in excess of the island's available housing. The original Esso Heights development was the solution. It had its beginning in 12 double-decked, wooden barracks, east of the present units. These barracks, torn down last year, served dutifully until the concrete, single story replacements were constructed and occupied in February, 1950.

Interestingly enough, the Esso Heights barracks, or rather parts intended for the buildings, had a one-shot play in World War II. It seems that the first load of lumber consigned for Lago had scarcely left New Orleans enroute for Aruba when a German submarine torpedoed the freighter and its cargo into a briny grave. The second ship came through, though, and so started the construction of Esso Heights.

The Esso Heights Dining Hall was constructed in 1942; served its first meals in January, 1943; was used until July, 1955. It was built when the existing facilities of Lago Heights Dining Hall could no longer cope with the increasing number of men occupying both the Lago and Esso Heights quarters.

The government has not announced any definite plans for the area and quarters. It has been reported, however, that discussions of the property within government circles have included plans for converting the location into benevolent residences. Housing for the aged and juveniles reportedly has come under consideration.



PRESIDENT J. J. Horigan and Lt. Gov. L. C. Kwartzs shake hands following the signing of the release of the long lease on the area known as Esso Heights. Transferred to the government at the same time were 15 bachelor quarters, four lavatories and one dining hall.

PRESIDENTE J. J. Horigan y Gezaghebber L. C. Kwartzs ta extende man na otro despues di firmamento di e acto di transferencia di e area conoci como Esso Heights. Transferí pa gobierno na mes tempo tabata 15 bachelor quarters, cuatro excusado y un dining hall.

# ARUBA **Esso** NEWS

PUBLISHED EVERY OTHER SATURDAY AT ARUBA, NETHERLANDS WEST INDIES, BY LAGO OIL & TRANSPORT CO., LTD.  
Printed by the Aruba Drukkerij N.V., N.W.I.



MRS. L. C. Kwartz, wife of Aruba's lieutenant governor, inspects an Order of Merit given him by Peru for distinguished service.

SRA L. C. Kwartz, esposa di Gezaghebber di Aruba, ta inspecta un Orden di Merito duná na e gezaghebber door di Peru pa servicionan distingui.

## Nine Employees Promoted; Effective Date March 1

Nine employees of TSD Laboratories Division, Mechanical Department and Colony Service Department advanced one notch in their respective organization charts effective March 1.

Those promoted by department and years' service are: TSD Laboratories Division - Jesse F. Reynolds to senior chemist, Alvah Rarick to

senior chemist, Jim Shaw III to assistant shift leader and Venancio F. C. Gomez to shift leader; Mechanical Department - Sidney L. DeWeese, Mechanical Administration, to zone supervisor and Marvin M. Massey, machinist, to zone foreman - machinist craft; Colony Service Department - Cornelius L. A. Lake to foreman - crafts and Walter C. Mink Jr. to supervisor, Office and Technical Service.

Mr. Reynolds, a graduate of Trinity University, began his Jersey career with Humble Refining Co. in 1937. He came to Aruba as a chemist A in December, 1945 and was named group head C (shift leader) in Lab. No. 1. He has served in all three TSD Labs. and at one time was chemist A in charge of crude assay studies. He has had several assignments as acting group head B in each of the three labs.

Mr. Rarick came to Lago as a student operator in June, 1939. He became an operator in the Hydro/Alky Plant in 1943. Three years later he

transferred to Lab. No. 1 as a group head C (shift leader). He has since been reassigned to Lab. No. 2 as a chemist A, later to Lab. No. 3. He holds a chemistry degree from Rutgers University.

Mr. Shaw, a Kansas State College graduate, came to Lago via Bayway where he started in July, 1941, as a student engineer. He spent six months in Lab. No. 1, then transferred to Lab. No. 3 where he has worked ever since. His promotion to chemist B came in 1944 and chemist A in 1948. He served the years 1944 through 1946 with the U. S. Navy.

Mr. Kelly has over 14 years service. All of his time has been spent in the Labs. He started out as a sample boy B and progressed through the ranks of tester, junior inspector, laboratory clerk and finally - his latest promotion - assistant shift leader.

Mr. Gomez was promoted to the position of shift leader. He has over four years of credited service with Lago. Mr. Gomez, however, had

worked for the company from 1937 through 1944 and from 1944 to 1945.

In the Mechanical Department, Mr. De Weese was promoted to zone supervisor from assistant zone supervisor. He started in 1946 as a TSD piping draughtsman. Mr. Massey began in November, 1947, as a field instructor in machine and foundry work. He became job training instructor and then his recent promotion made him zone foreman in the machinist craft.

Mr. Lake of Colony Service has over 17 years service and with the exceptions of two short stints with the paint craft, his short time has been in Colony Service. He started as a laborer D, worked through the painter ranks and on into the subforeman and foreman categories. His latest promotion carried him to crafts foreman.

Mr. Mink started his Lago career in the Marine Department as a junior engineer and technical assistant. His service was interrupted for a short sojourn with the U. S. Navy. He returned to Lago and Colony Service in July, 1955, as a colony service assistant, the position from which he was promoted to supervisor Office and Technical Service.

### H. A. Bristol A Retira

Harcourt A. Bristol, un storekeeper den Dining Hall, a retira cu 17 anja di servicio. Naci na Demerara, B. W. I., el a bolbe aya pa bibe.

Sr. Bristol a worda empleá na 1938 como un utility helper A den Process - Utilities. Te 1942 el a traha cu e barcos di Bini.



J. F. Reynolds



A. Rarick



J. Shaw III



F. S. Kelly



V. F. C. Gomez



S. L. De Weese



M. M. Massey



C. L. A. Lake



W. C. Mink

"Botterboot" A Worde Traha Pa Goering

## "Groote Beer" A Bishita Aruba

Si Oranjestad ta parce un pueblecito Holandes, e ilusion a bira mas firme mas tempran e luna aki ora un "botterboot" a punta su boeg strompi den haaf di Oranjestad y a mara na e waaf.

Sin embargo, no tabata un barco Holandes sushi di pisca cu na manera of otro a worde transplantá for di un pintura antigui di e haaf di Den Helder pa e puerto di Antillas Holandes. Pero e tabata un jacht bunita y tur cos ariba tabata lombra.

Vernisá for di tabata pa bomba, e boto ta keda abao den awa. Na canto di cada rand tabatin un steun como un tercer di largura di e curpa cual ta tuma tabatin un kiel. Ariba e tima di palo tabatin engrabá un figura estrecho di un beer.

E figura di beer tabata trahá tambe den un frios di palo engrabá den e salen mador. E tabata dorá cu clabo di plata cu ta corespondé na e posicionnan di e streaman den e constelacion for di cual e boto a deriva su nomber.

Engrabá na cada banda di e popa tabatin e palabranan Holandes - Groote Beer - nomber di e constelacion conoci na Ingles tambe como Big Bear of Big Dipper.

E "Groote Beer" tabata trahá den talleran di Kok na Huizen, Holanda, segun orden di Herman Goering, un tempo comandante di Nazi Luftwaffe. E kiel a worde poni na 1943 despues cu Nazinan a ocupa Holanda den Guerra Mundial II, pero prome cu e barco a bini ela e Alemanan a entrega y Goering a tira su diente den un capsula di veneno.

E bodega sin equipaje a keda den un shipyard Holandes te 1948 ora C. M. Donnelly di Greenwich, Conn., e representante Americano pa Dutch Shipbuilders' Export Association, a mire'le. "Botterboots" ta pa popular como'le di biba ariba awa na Holanda y Donnelly a propone pa introduci nan na Estados Unidos.

El a laga cuba "Groote Beer" na Holanda, cuba "Broekte" over di Atlantico abordo di Linea Holanda-America. Mará na Indian Harbour Yacht Club ariba Long Island Sound, e barco tabata nabega ariba rio y canto di Costa Oriental te October anja pasá ora Donnelly a bende'le cu

Robert Johnson, un comerciante di madera y contratista di Portland, Ore.

Sr. Johnson, su yiu homber Mark, cuatro anho y un tripulacion di dos tabata abordo ora "Groote Beer" a drehta haaf di Oranjestad Maart 12 despues di un viaje bao bela for di Anuay Bay.

E grupo ta haciendo un cruce cu eventualmente lo conduci for di Ft. Lauderdale, Fla., pa Portland. "Groote Beer" a laga, e stad na Florida na principio di Januari, cruza door di Bahamas, bishita Haiti y despues a coi zuidwest door di Caribe pa Anuay.

Tabata dilanti Haiti unda e barco a encontra e test mas duro den su vida. Biento variando entre 40 y 50 milla pa ora a forzo e barco pa bira cuatro vez y a tene'le tras di un cabo pa siete dia.

"Nos a kere cu nos tabata nabegante," Sr. Johnson a bisa hariendo, "ora un tercio a pasa door di tur esey y yega Port-au-Prince for di Africa. El tabata nabega un canoa."

For di Aruba Sr. Johnson tabatin intencion di bai Curacao, cruza canto di costa di Venezuela posiblemente te Trinidad, y despues atravez di Caribe y Panama Canal pa cas. El ta spera cu tur e viaje lo tuma como seis luna.

E "Groote Beer" ta proyectá segun e "noordzeebooters" cual tabata worde trahá door di piscadornan siglonan pasa. Nan tabatin mester di un barco mas. Cual por traversa e awanan bruto di Noordzee, por sosega sin danjo ariba fondo di e haafnan mareal y por nabega e canalnan no hundo.

Como resultado "Groote Beer," proyectá door di e conocido architect naval H. W. de Voogt, ta marcá door di un boegspriet halto y skerpi; boeg strompi, hopi hanchura, poco profundidad y construccion firme. E bode-

ga ta formá di palo di mahoe tres duim diki; e balkinan ta 7 pa 8. E dek y cabina ta di teak.

Dimensionnan di e barco ta 52-1/2 pia largo, 16 pia y 11 duim di hanchura, cuatro pia di profundidad, 38 tonelada. E ta carga 850 pia cuadrá di bela major, 635 di bela secundario y 344 pia cuadrá di jib.

Den algun aspecto e ta presenta un contrast di e nobo y e bieuw. E capstan, cual ta hiza y baha e anker, ta un troncon solido di mahoe cual ta worde gecrank door di bara largo di palo. Toch e barco tin tambe un motor Diesel di 60 forza di cabai pa propulsion y un otro diesel cual ta draai un generador electrico. Den e sala mayor tin un haard cu ta kima carbon. Pero e cushina ta modernizá tur su grandi cu stoof di coriente, broiler, refrigerador y otro aparatonan.

eto "BrGo ofpop ularo hdiG eBBjO "Groote Beer" tin acomodacion pa ocho persona den tres cabina plus facilidadnan pa e miembronan di tripulacion.

E sala, tablá cu teak, ta decorá den estilo Holandes tradicional. Ariba e capa di koper di e haard tin un schoorsteen cu azulejo di Delft insertá. E murayanan adilanti y atras tin groef aden; e otro dos murayanan tin cashi cu bentana di glas y rekki den nan. Den muraya tin lampi di brons y e mannan di e lachinan di cashi tambe ta di brons.

E punta atras di e balkinan di dak cu ta corre den e sala ta engrabá pa representa figuranan historico di lambar. Piscanortá cu extremo habilidad den e palo ta sirbi pa handrail pa e trapi cu ta bai for di e cockpit pa e salen. Material corrá bibo y blanco ta cubri e banki y trapinan.

For di su areglo interior y su actuacion na lamar, "Groote Beer" ta sigui e mehor tradicionnan di industria maritimo tradicional. Awe tin na Portland dos homber cu a yuda tene e tradicion aki na vida.

Nan ta trahadornan di barco Holandes cu mientras tanto a emigra pa Estados Unidos y kende a yega di traha ariba "Groote Beer" na Huizen.



LESIANO QUANT (left) looks over the certificate presented by R. C. Baum emblematic of Mr. Quant's completion of 30 years of Lago service.

LESIANO QUANT (robez) ta mira e certificado presentá door di R. C. Baum simbolizando completacion di 30 anja di servicio na Lago door di Sr. Quant.

## Quant Honored On Completing Thirty Years

Lesiano Quant, a corporal A in Receiving & Shipping, is currently displaying a diamond-studded pin he received last month after 30 years of Lago service.

The pin was presented by R. C. Baum, Receiving and Shipping head, at a Management-Staff Committee meeting Feb. 22, two days after Mr. Quant completed 30 years.

He was first employed in 1925 in what is now the Yard Craft and four

years later transferred to Receiving and Shipping.

Mr. Quant, now 46 years of age, is the youngest employee to serve 30 years with Lago. He was born in 1909 and was first employed at the age of 15. If he works until he is 60, the normal retirement age, he will have completed 45 years.

### Schedule of Paydays

Semi-Monthly Payroll

March 1 - 15 Friday, March 23

Monthly Payroll

March 1 - 31 Wednesday, April 11

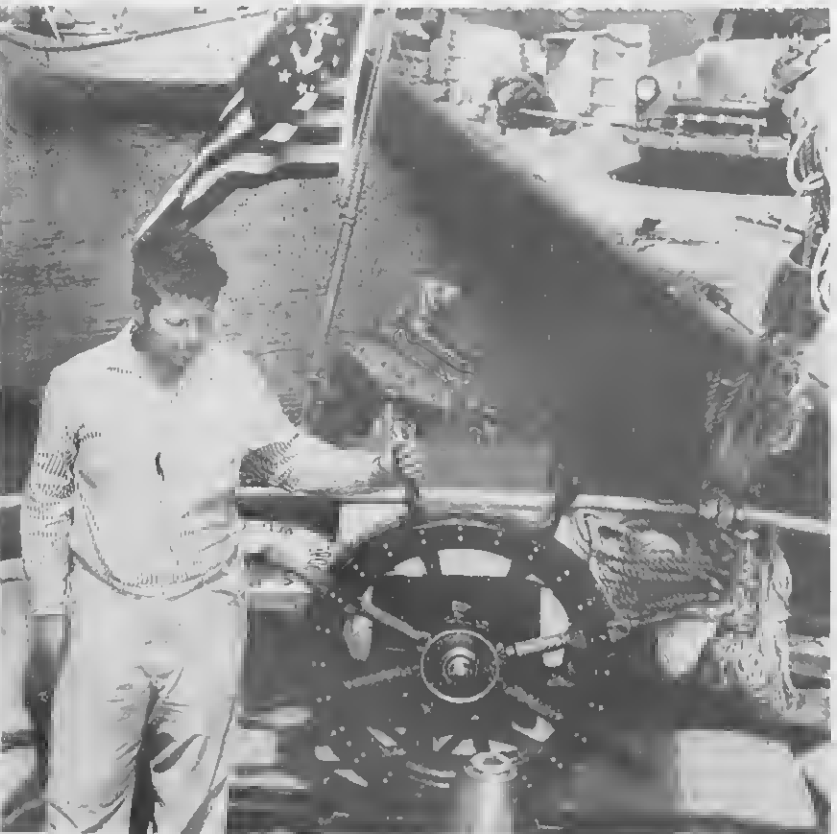




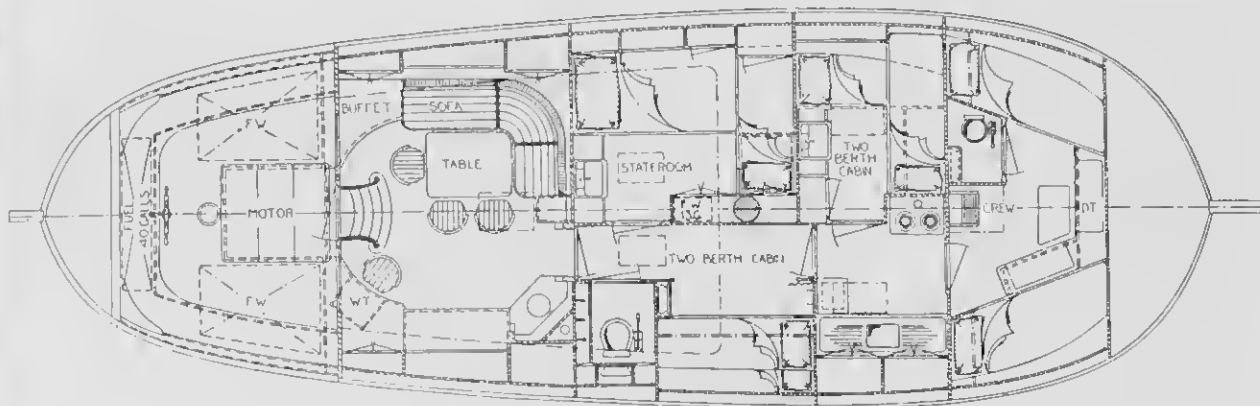
THE "GROOTE BEER" docked at Oranjestad. Notice leeboard along gunwhale which, when lowered, serves as keel. "GROOTE BEER" a mara na Oranjestad. Mira halanan canto di e riel cu por worde lamá y cu ta haci uso como kiel.



OWNER Robert Johnson and his son, Mark, stand before the Delft-tiled chimney which serves a charcoal-burning fireplace in the salon. DONJO Robert Johnson y su yiu, Mark, ta pará dilanti e schoorsteen azulejá cu Delft cual ta traha cu un haard cu ta kima carbon den e sala.



ATOP the rudder, and above Mr. Johnson's head in the picture at right, hunches the "Grootte Beer." Note faces carved in butt ends of beams entering salon in picture at right; other woodwork details. ARIBA di e timon, y ariba cahez di Sr. Johnson den e retrato handa drechi ta "Grootte Beer," un figura di strea. Nota e caraman engrahá den e puntonan di balki drentando e sala den retrato handa drechi; otro detayenan di cortamento den palo.



DRAWING shows "Grootte Beer's" accommodations.

DIBUJO ta muntra acomodacionnan di "Grootte Beer."

# the "Grootte Beer"

If Oranjestad looks like a Dutch village, the illusion was sharpened earlier this month when a "botterboot" poked its bluff bow into Oranjestad Harbor and sailed up to the municipal wharf.

It was, however, no grimy Dutch fishing boat that had somehow been transplanted from an ancient painting of the harbor at Den Helder to this Netherlands Antilles port. It was a handsome, spit-and-polish yacht with woodwork sparkling and brightwork a-glimmer.

Varnished from its off-set bowsprit to smoothly-rounded stern, the boat sat low in the water. Slung along each gunwale was a leeboard - almost a third the length of the hull - which took the place of a keel. Atop the wooden rudder was the carved figure of an upright bear.

The bear figure was repeated in a carved wooden frieze in the main salon. It was studded with silver nails which corresponded to the positions of the stars in the constellation for which the boat was named.

Carved on either side of the stern were the Dutch words "Grootte Beer" - which does not mean "Big Beer" but "Big Bear" - and which to English-speaking people is more commonly known as the "Big Dipper."

The "Grootte Beer" was built in the Kok shipyards at Huizen, The Netherlands, at the order of Herman Goering, one-time commander of the Nazi Luftwaffe. The keel was laid in 1943 after the Nazis had over-run Holland in World War II, but before the vessel was finished the Germans had surrendered and Goering had crunched his teeth on a vial of poison.

The unrigged hull lay in a Dutch shipyard until 1948 when C. M. Donnelly of Greenwich, Conn., the American representative for the Dutch Shipbuilders' Export Association, spotted it. "Botterboats" are popular as sailing "houseboats" in Holland and Donnelly proposed to introduce them to the States.

He had the "Grootte Beer" finished in Holland, then shipped across the Atlantic aboard a Holland-American Line ship. Berthed at the Indian Harbour Yacht Club on Long Island Sound, the "Beer" sailed the waters of the sound and East Coast until last October when Donnelly sold the vessel to Robert Johnson, a Portland, Ore., lumber dealer and building contractor.

Mr. Johnson, his son, Mark, four friends and a crew of two were aboard when the "Grootte Beer" put in at Oranjestad Harbor March 12 after a trip under sail from Amuay Bay.

The party is on a cruise which will eventually lead from Ft. Lauderdale, Fla., to Portland. The "Grootte Beer" left the Florida city early in January, cruised the Bahamas, visited Haiti and then headed southwest across the Caribbean to Amuay.

It was off Haiti that the "Beer" received its greatest test to date. Winds ranging from 40 to 50 miles per hour forced the vessel to turn back four times and kept it trapped behind a cape for seven days.

"We thought we were sailors," Mr. Johnson laughed, "when a guy came through it all into Port-au-Prince from Africa. He was sailing a canoe."

From Aruba Mr. Johnson planned to sail to Curacao, cruise along the Venezuela coast possibly as far as Trinidad, then head back across the Caribbean for the Panama Canal and home. He expected the entire trip to take about six months.

The "Grootte Beer" is patterned after the "noordzeebooters" which were developed by Dutch fishermen centuries ago. They needed a sturdy vessel which could ride the rough waters of the North Sea, could rest undamaged on the bottom of tidal harbors during low water and could navigate the shallow canals.

As a result the "Grootte Beer," designed by the well-known Dutch naval architect H. W. de Voogt, is marked by a high, peaked prow; bluff bows; ample beam; shallow draft and sturdy construction. The hull is formed of oak planks three inches thick; the frame members are 7" by 8". The deck and cabin housing are of teak.

The vessel's dimensions are 52½ feet overall; 16'11" beam, four foot draft; 38 ton displacement. Under a traditionally curved gaff, it carries 850 square feet in its mainsail; 635 feet in its staysail and 344 square feet in its jib.

In some features it presents a contrast of the new and the old. The capstan, which raises and lowers the anchor, is a solid oak trunk which is cranked by long, wooden bars. Yet the "Beer" also carries a 60-horsepower Diesel engine for propulsion and another diesel which turns an electric generator. In the main salon is a charcoal-burning fireplace. But the galley is modernized throughout with electric range, broiler, refrigerator and other appliances.

The "Grootte Beer" has accommodations for eight persons in three cabins plus the crew's quarters and a salon which occupies about one-fifth of the hull.

The salon, paneled in teak, is decorated in traditional Dutch style. Above the gleaming copper fireplace hood rises a chimney fronted with Delft tiles. The fore and aft bulkheads are fluted; the other two walls are inset with glass-windowed cabinets and recessed shelves. Bronze lamps are on the walls and bronze crabs form the handles for drawers.

The butt ends of deck beams which run into the salon are carved to represent historic figures of the sea. Intricately carved fish serve as handrails for the steps leading from the cockpit to the salon. Bright red and white checked material covers the couches and chairs.

From its interior appointments to its performance at sea, the "Grootte Beer" is in the best traditions of the Dutch shipbuilding industry. In Portland today there are two men who helped keep that tradition alive. They are Dutch shipbuilders, since emigrated to Oregon, who worked on the "Grootte Beer" in Huizen.





# Lago's Railroad Is No More

When Lago's sulfur recovery plant went on stream last year, it not only knocked the sulfur out of various refinery products but knocked out the island's only railroad as well. A victim of progress, the railroad is no more and its tracks are falling before the welder's cutting torch.

The road's existence had been increasingly threatened over the past few years by the expanding use of trucks and Ross Carriers. Nevertheless, it could still do one job they could not - haul sulfur from the Gasoline Docks to the Acid Plant where it was used to renew the company's supply of oil-treating sulfuric acid.

Then the recovery plant was constructed to give the company its own supply. As the plant built a steadily growing pile of bright yellow sulfur west of the Acid Plant, delivery of shiploads from Louisiana were discontinued.

There was no longer any need to maintain the railroad. Trucks and carriers could haul most anything the railroad could and do it more cheaply. The railroad was doomed, speeded toward its end by costly maintenance, costly operation and limited use.

Ironically, the railroad contributed to its own annihilation. It had been used to haul parts of the recovery plant from the docks to the erection site.

## ROAD OVER 70 YEARS OLD

The railroad had been in existence for more than 70 years, serving first a phosphate mining concern and later Lago. Its passing was mourned by veteran employees who could recall when it spread throughout most of the concession and had been a vital factor in the construction and maintenance of the refinery.

In 1879 a company, financed by Netherlands Antilles and British investors, was established to extract phosphate which had been discovered in the area of Colorado Point. To haul the phosphate to San Nicolas Harbor for shipment abroad, the company established a 30-inch, narrow-gage railroad.

Steam engines, whose rusting boilers and trucks can still be seen north of the hill on which Lago Hospital stands, puffed back and forth between the base of the hill and the harbor. Empty cars were pulled up the hill through a cable-pulley device attached to loaded cars going down the hill.

The tracks ran through what is now Lago Colony and part of the Tank Farm to a T-dock which jutted into the harbor below the former Receiving and Shipping office. Schooners and other sailing freighters tied up at the dock to receive the phosphate.

The 20-car trains ran out on the dock and, as each drew alongside a chute, a pin was pulled and the gondola of the car tipped its cargo into the chute which led into the hold of a ship.

Transshipped later, the phosphate - used for such commodities as fertilizer and explosives - was sold in England, Denmark, Germany, the United States and other countries.

## PHOSPHATE MINING ENDS

The operation was tremendously profitable. The value of the company, capitalized in 1879 at Fls. 112,000, was later estimated to be Fls. 9,000,000. However, the discovery of phosphate deposits in Florida, Tunisia and other parts of the world drove the price down and increased royalties to the government further decreased the profits.



TEN-TON diesel locomotives and cars line up on pier waiting for ship to unload varied cargo.

LOCOMOTIEFANAN di diesel di 10 ton ta linea ariba un pier wardando un bapor descarga un cargo mezclá.

On Aug. 18, 1914, the company ceased operations. Steam was drawn from the boilers of the railroad engines and within days the tracks, once shined by constant use, were dulled by rust.

It was 10 years later that the Lago Petroleum Co. chose Aruba as the site of a shipping terminal for crude oil it was producing in Lake Maracaibo. The East Entrance to San Nicolas Harbor was dredged out and ships began to arrive with equipment for the shipping terminal.

The railroad, idle for a decade, was revived to carry curved tank plates and lengths of pipe and other equipment from the T-dock to the terminal site.

In 1927 the company decided to build a refinery in Aruba. The railroad, now powered by internal combustion rather than steam engines, was expanded. New tracks, rusted during the sea voyage to Aruba, soon spread out in shining trunk lines and spurs.

When the refinery went on stream in 1929, the railroad had hauled eight topping stills ashore plus the original equipment in the No. 1 Powerhouse, lumber for workers' homes, pipes, valves and a myriad of other equipment.

## ROAD GREW WITH REFINERY

As the refinery grew, so did the railroad. Original equipment installed by the phosphate company was renovated, new tracks were laid, more cars and engines were added.

With few exceptions, every major piece of equipment in the refinery today was hauled from the docks by the railroad. It also carried tons of catalyst, tons of food, tons of paper and medical supplies and ice and typewriters and paint and other vital supplies.

Once it carried an entire hospital.

When Lago decided to replace the hospital it operated on what is now the site of the Cat Plant, the new building was constructed

in the area that is now the Spheroid Field. Before the hospital was ever used, however, the company decided to use the hill for spheroid tanks and relocate the hospital on top of the hill.

The railroad was called upon to do the moving job. Cement ties were laid, new tracks were put in and the building was up into sections. Loaded onto flat cars, the sections were hauled up the hill and established on prepared foundations where some of it stands today. The cement ties can still be seen west of the hill.

## ONCE HAULED PASSENGERS

Though never officially a passenger line, the road has carried people. Years ago a train would start from the Acid Plant at noon and head up the main refinery road. Tooting as it went would pick up men along the way and carry them to the dining hall. It would wait while they had lunch, then take them back down through the refinery again.

They rode on four cars fixed up with seats. At one time the road also had four covered cars which were used to carry mail. Generally, however, the rolling stock consisted of flat cars.

In the earliest days eight 60-inch, standard-gage flat cars were shipped into Lago. A third rail was installed outside the narrow-gage track over part of its length and the larger cars - pulled by a narrow-gage engine - were used to haul bubble towers and other equipment too large for the smaller cars.

Today one of the standard-gage cars, minus its trucks, serving as a bridge for a road through the Pitch Pile Area.

Train crews were usually composed of an engineer and one or two brakemen. The brakemen handled the switches and couplings and stood guard at road crossings. Originally they were assigned to the Yard Craft. Later the Garage, which had always maintained the cars and engines, took over operation of the road.

During the peak construction years the railroad operated around the clock. There were six 10-ton diesel-powered engines and four 5-tonners powered by gasoline motors and an unknown number of cars. At the end of World War II the road went back to a day-time schedule.

## BEGINNING OF THE END

It was the beginning of the end. Trucks, Ross Carriers and Dempster-Dumpster trucks had proved their superiority. In one thing, they could go most anywhere. The train could only follow the tracks. Road vehicles only required a one-man crew. At low there were no switches, no road-bed, no tracks to maintain.

Slowly they took over the hauling jobs. Ross Carriers picked up condenser bundles or a load of pipe and deposited them right next to the job. Dempster-Dumpsters did as much with bottles of oxygen. And when a Dumpsters was developed with both catalyst in the box-like containers that replaced the earthenware drums, the railroad had lost its last big hauling assignment.

The end came late last year. The railroad - like the Lago Fleet which had also contributed so much to the establishment and operation of the refinery - could no longer be economically maintained. Without fanfare, it made its last run November 1 and then closed up shop forever.

No railroaders lost their jobs, however, because there had been no regular train crew for close to 10 years. When a railway job had to be done, truck drivers served as engineers while the Yard Craft handled the couplings and the switches.



TRAINS were switched from main line to finger piers, other spurs. Cost of maintaining tracks, switches was factor in road's end.



TREINNAN tabata worde switchá for di linea major pa finger piers, otro spoor. Costo di mantene riel, switch tabata factor den fin.



WHEN method for loading box-like catalyst containers (above) on trucks was developed, railroad lost last big hauling assignment.



ORA metodo pa carga contenedor di catalyst den forma di caha (ariba) a worde desaroyá, ferrocarril a perde su ultimo encargo grand.



American Railroad Aruba, W.I.

THIRD RAIL was installed in earliest days to handle 60-inch, standard-gage flat cars pulled by narrow-gage locomotives.

TERCER riel a worde instalá anteriormente pa acomoda carronan flat di 60 inch standard-gage lastrá door di locomotiefnan di gage smal.



TIPPLE-TYPE phosphate cars lined up on old T-dock prior to being dumped into waiting schooners. Lago later used railroad.

CARRONAN di fosfaat di e estilo di domp ta linea ariba T-dock bieuw promer cu nan worde haci bashi den e balandronan wardando.

# Ferrocarril Kitá For di Servicio

Tempo sulfur recovery plant di Lago a cuminsa operacion pasá, no solamente el a benta e sulfur for di varios producto refineria pero a benta un banda e unico ferrocarril di e isla. Un victima di progreso, e ferrocarril no ta existi mas y tinan ta sucumbi pa e torchnan di corta di weldernan. Distancia di e riel tabata bao amenaza creciente den ultimo nanan door di mas uso di truck y Ross Carriers. Sin embargo, ja e tabata por a haci un trabao cu nan no tabata por - hala ar for di Gasoline Docks pa Acid Plant unda e tabata worde pa renoba compania su stock di acido sulfurico pa procesa marra.

Tempo e recovery plant a worde trahá pa duna compania su mes k. Segun e planta tabata forma un monton semper creciente sulfur geel cla pabao di Acid Plant, e embarcacionnan for di siana a worde descontinúa.

Carriers por hala casi tur cos mescos cu e ferrocarril y e mas barata. E ferrocarril tabata sentenciá y tabata cu su fin rapidamente pa motibo di su mantencion costoso, ma acion costoso y uso limitá.

unicamente, e ferrocarril a contribui na su mes anihilacion. worde usá pa hala partinan di recovery plant for di waaf angir sitio.

## MAS DI 70 ANJA BIEUW

ferrocarril tabata existi pa mas di 70 anja, sirbiendo promer compania di fosfaat y despues Lago. Su terminacion a worde antá door di empleadonan veterano cu por a recorda tempo or tabata planá over di majoria di e concesion y tabata un y. or vital den construccion y mantencion di refineria.

1879 un compania, financiá door di invertidornan Antillano w. Agles, a worde estableci pa saca fosfaat cu a worde descubri n. ecerca pa Colorado Point. Pa trece e fosfaat waaf di San n. las compania di barcacion a establece un ferrocarril cu n ri;delegá cu un espacio di 30 duim.

bot locomotiefnan, cual nan ketel y chasis frustiendo ainda por trile mirá, ta nord di e cerrito ariba cual Lago Hospital ta ear bleci, tabata bai y bini entre base di e ferrito y haaf. E ing onan bashi tabata worde balá ariba door di un sistema di e y pulley mará na e carronan cargá cu tabata baha.

e L riel tabata corre door di loke awor ta Lago Colony y parti shm ank Farm pa un T-dock cu tabata corre den lanar pabao y unca anterior oficina di Receiving & Shipping. Balandro y otro mbe onan di bela tabata mara aki pa recibi e fosfaat.

filanan di 20 carro tabata pira ariba e dock y, segun cada re yega canto di un baki, un pin tabata worde sacá y e gondola raili carro tabata bira su carga basha den e baki cual ta conduci le odegada di e barco.



HELPLESS as a capsized turtles, flat-cars await final run on railroad into oblivion. SIN AYUDO manera un tortuga holtá, carronan flat ta warda e ultimo careda den folvido.

Transladá despues, e fosfaat - usá pa tal comodidad manera fertilizador y explosivo - tabata worde bendi na Inglaterra, Dinamarca, Alemania, Estados Unidos y otro paisnan.

## MINA DI FOSFAAT TA CABA

E operacion tabata tremendemente probechoso. Valor di e compania, capitalizá na 1879 na Fls. 112,000, despues a worde caleulá na Fls. 9,000,000. Sin embargo, descubrimiento di reserva di fosfaat na Florida, Tunesia y otro partinan di mundo a baha e prijs y utilidadnan mas halto na gobierno a causa e ganashi di baha mas tanto.

Aug. 18, 1914, e compania a stop di opera. Stiem a worde sacá for di e locomotiefnan y dentro di algun dia e rielnan, un tempo lombrante door di uso continuo, a worde obscureci door di frusto.

Tabata 10 anja mas laat tempo cu Lago Petroleum Co. a escoge Aruba como e sitio di un terminal di bapor pa azeta crudo cu e tabata produci na Lago Maracaibo. E Entrada Pariba pa Haaf di San Nicolas a worde dragá y bapornan a cuminsa yega cu hermento pa e terminal.

E ferrocarril, for di uso pa diez anja largo, a worde poni na uso atrobe pa carga plachinan doblá di tanki y pidanan di tubo y otro cos di trabao for di T-dock pa e sitio di e terminal.

Na 1927 e compania a decidi di traha un refineria na Aruba. E ferrocarril, awor derivando su energia for di combustion interno y no motor di stiem, a worde baci mas grandi. Riel nobo, frustia durante e viaje di lamar pa Aruba, pronto tabata poni ta blink na nan lugar.

Tempo cu e refineria a cuminsa opera na 1929, e ferrocarril a lastra ochu still ariba terra plus e aparatonan original pa No. 1 Powerhouse, madera pa casnan pa trahador, tubo, valve y un multitud di otro equipo.

## CRECE PAREUW CU REFINERIA

Segun e refineria tabata crece, e ferrocarril tambe. Hermentnan original instalá door di e compania di fosfaat a worde renobá, riel nobo a worde poni, mas carro y motor a worde agregá.

Cu algun excepcion, tur e piezanan grandi di equipo den compania awendia a worde halá for di waaf door di e ferrocarril. Tambe el a carga toneladanan di catalysta, toneladanan di cuminda, di papel y provision medico y typewriters y verf y otro articulonnan vital.

Un vez el a carga henter un hospital. Tempo Lago a decidi pa reemplaza e hospital cu tabata na unda awor ta sitio di Cat Plant, e edificio nobo a worde usá, sin embargo, compania a decidi pa usa e area pa spheroid tanks y pasa e hospital pa ariba e cerrito.

E ferrocarril a worde destiná pa haci e trabao. Conexion di concreto a worde poni, riel nobo a worde instalá y e edificio a worde cortá den seccion. Cargá ariba carronan flat, e seccionnan



WELDER'S torch cuts once-shining rails into convenient lengths for scrapping. TORCH di weldet ta corta e riel den piezanan grandi pa worde bentá afor.



GASOLINE-powered locomotives (above) replaced steam; were themselves replaced by trucks. LOCOMOTIEF cu ta corre cu gasoline (ariba) a reemplaza stiem; nan a worde reemplazá door di truck.

a worde lastrá ariba e cerrito y estableci ariba fundesbinan prepará unda algun di nan ta awor. Ainda e conexionnan di cement por worde mirá pabao di e cerrito.

## CARGA PASAJERO TAMBE

Maske nunca oficialmente un linea di pasajero, e riel a carga hende si. Anjanan pasá un trein tabata sali for di Acid Plant tur merdia y traversa e camina mayor di refineria. Pitando henter camina, e tabata recoge e hombernan canto di camina y hiba nan dining hall. E ta warda te ora nan a caba di come y despues hiba nan pabao den refineria atrobe.

Nan tabata corre ariba cuatro carro eu sienta. Un tempo e linea tabatin cuatro carro tapá pa transporta ijs. Generalmente, sin embargo, e material na uso tabata consisti di carro flat.

Den e temponan anterior ocho carro flat di 60 inch, standard-gage a worde treci Lago. Un tercer riel a worde instalá paford di e linea smal atravez un parti di su largura y e carronan mas grandi - balá door di un motor di typo smal - tabata worde usá pa lastra bubble towers y otro equipo cu tabata mucho grandi pa e carronan chikito.

Awendia un di e carronan standard, menos su trucknan, ta sirbiendo como un brug pa un camina door di Pitch Pile Area.

Tripulacionnan di locomotief generalmente tabata consisti di un engineer y dos brakeman. E brakeman ta traha cu switch y coupling y tene warda na crusada. Originalmente nan tabata pertenece na Yard Craft. Despues Garage, cu semper a percura pa mantencion di e carro y motornan, a tuma over operacion di e ferrocarril.

Durante e anjanan di construccion maximo e ferrocarril tabata traha 24 ora pa dia. Tabatin seis motor diesel di 10 ton, cuatro di cinco ton cu ta corre cu gasoline y un cantidad grandi di carro. Na fin di Guerra Mundial II e ferrocarril a cuminsa opera den dia sol.

## PRINCIPIO DI FIN

Tabata e principio di fin. Truck, Ross Carriers y Dempster-Dumpsters a proba nan superioridad. Un cos, nan por a bai casi tur camina. E trein por a sigui e riel solamente. Vehiculonnan di camina tabatin mester di solamente un homber. Y no tabatin switch, camina y riel pa mantene.

Poco poco nan tabata tuma e trabao over. Ross Carriers tabata piki bundles di condensers of un carga di tubo y tabata deposita nan na pia di e trabao. Dempster-Dumpsters tabata haci mesocó cu botternan di oxygen. Y ora e procederonan a worde desarocá pa transporta catalysta den e contenedornan den forma di caha pa reemplaza e drumnan di carton, e ferrocarril a perde su ultimo encargo.

E fin a bini anja pasá. E ferrocarril - manera e Lake Fleet cu tambe a contribui asina hopi na establecimiento y operacion di refineria - no por a worde manteni economicamente mas. Sin fanfare, el a haci su ultimo viaje ariba , y despues a cerra pa semper.

Ningun trahador cu e ferrocarril a perde nan trabao, sin embargo, pasobra no tabatin ningun tripulacion regular pa casi 10 anja. Ora un trabao ariba e ferrocarril mester a worde haci, chauffeur di truck tabata sirbi como engineers mientras hombernan for di Yard Craft tabata traha cu e couplings y switch.



Women With Initiative Dress In Petroleum Derivatives

## Oil + Goil = High Fashion

"Are you going to try the 'natural look'?"

Put this question to the average Lago employee and chances are he'd blink, hoist this eyebrows and say, "How was that again?"

But put the same question to his wife, or his wife-to-be, or some other woman and likely she'd reply, "Well, I don't know. You see..." and probably go into detail as to why she thought she might - or might not - give the "natural look" a try.

The "natural look" got its start in Italy, as did Movie Queen Gina Lollobrigida who adorns these pages. The star of "Trapeze," and a host of other Italian fashion leaders, tried the "look." On her, there can be little question, the results look very good.

"Natural lookers" achieve their appearance by the artful application of cosmetics. They use heavy, dark eye make-up and a light, pink lipstick. The result: "all eyes and a little mouth."

This is a "natural" look?

If it is, women have been trying to achieve it for centuries. Egyptian sirens tried the same trick. They painted the underside of their eyes green and blackened the lids, lashes and brows. To get the colors, they used lead sulphide, a copper compound and chimney soot.

Ladies who want to beautify their eyes have it much easier today, thanks to the cosmetic, chemical and petroleum industries. Instead of scraping a chimney, they merely

have to scrape up the price of an eyebrow pencil and a box of mascara.

Oil has come to play a vital role in the life of any woman. From the skin out, from the wind-ruffled "natural look" hair-do to the shoes in which she steps smartly forward, today's woman gets a helping hand from petroleum derivatives.

Let's start at the top and see where oil helps Gina Lollobrigida - or most any other woman for that matter - appear today more stylishly, and incidentally more comfortably, groomed than her sisters of previous years.

It is said that a woman's hair is her crowning glory. Oil helps her keep it that way. White oil, a petroleum derivative refined 10 times and then filtered, goes into many shampoos. Then there is hair tonic which contains an oil product. The tonic is helpful in making hair grow when women are changing from short styles to shoulder-length tresses.

Helen of Troy's face reputedly launched a thousand ships; modern-day woman's face has launched thousands of cosmetic studies. As a result she stays better-groomed - longer.

White oil goes into the cold cream she uses to cleanse her skin; into the eye-brow pencil and mascara she uses on her eyes; into the "base" she applies beneath her powder; into the rouge with which she colors her cheeks; into the lipstick with which she outlines her lips.

Clothes make the woman and in many cases oil is used in making the clothes. For instance:

When knighthood was in flower women were just as interested in wasp-waists as they are today. So



OIL-BASED cosmetics help maintain the flawless complexion vital to film stars (like Miss Lollobrigida, above) and other artists. COSMETIEKNAN cu hase di zeta, ta yuda tene cutis hunita cu ta necesario pa estrellanan di cine (como Srta. Lollobrigida, p'ariba) y otro

they bolted themselves into clanking iron corsets. Clanking gave way to creaking, for in Queen Elizabeth's time women of fashion cinched themselves in leather and whale-bone.

Today, all that is changed. Women still wear corset-like body-shapers, but they are made of new fabrics like nylon which is made from a petroleum derivative - cyclohexane - and are boned with plastics in which oil products are an ingredient.

New fabrics such as nylon, in fact, clothe many of today's style-conscious women. Hats, dresses, sweaters, skirts, stockings and under-clothing can all be obtained in nylon, dacron or one of the other materials created in the laboratory with chemicals pumped from an oil well.

New-style ladies' shoes, made of colored spun glass, are possible because an oil-derived plastic can be used as a protective coating. Oil also goes into the waxes which polish

leather and other types of shoes.

Ladies' hands have long been a hallmark of their beauty and a great source of vanity. Centuries ago a woman whose fingernails were not stained with henna was considered indecently exposed. Various substitutes were developed over the ensuing years, but it was not until 1920 that a satisfactory nail polish was discovered. It was made from nitrocellulose, an explosive component, which in turn is made from petroleum.

Today's nail polish, available in 400 colors, has more than just one oil-based product in it. A petroleum resin helps bind the polish to the nail while a petroleum plasticizer helps keep it from chipping. Oil has even invaded that most elegant field of women's fashions - furs. There are now available - from petroleum products - arlon and dynol fabrics which can be made to look like the fur of the most popular stole, jacket and coat animals.



SWEATER wool is treated with oil. LANA di e blusa ta usa azeta.



COSMETICS, costume and hose contain new-found petroleum derivatives. COSMETIEKNAN, panjanan, y meanan tur tin productonan di zeta aden.



WITH Burt Lancaster, Miss Lollobrigida is now starring in "Trapeze." CU Burt Lancaster, Srta. Lollobrigida ta hunga den película "Trapeze."

E Ta Den Nan Panjanan, Cosmetico

## Azeta Ta Bisti Muhernan

"Bo ta bai purba e 'estilo natural'?"

Haci e pregunta aki na cualkier empleado di Lago y tin chens cu el lo haci su wogow, hiza na su wenkbrauw, y bisa, "Ta kiko bo kier mealkier?"

Haci e mes pregunta na su esbrosa, of na su compramento, of cuenkier otro muher ta casi segur cu el lo mira..." y probablemente sigui splica pakio..." e ta bai haci un prueba si e estilo natural.

E "estilo natural" a principia na Italia, mescos cu reina di pelicula Gina Lollobrigida cu ta dorna e paginan aki. E estrella di "Trapeze" y un multitud di otro lidernan di moda Italiano a purba e "estilo." Ariba dje tin poco discusion, e resultatonan ta bon.

"Estileronan natural" ta obtene nan apariencia door di aplicacion ingenioso di cosmetico. Nan ta usa un make-up pisa, color scur y un lipstick cla, color binja. E resultado: "asina wowo grandi y un tiki boca."

Esaki ta un "estilo natural?"

Si e ta, obtene muhernan ta purbando pa obtenele ya varios siglo. Muhernan Egyptiano a purba e mes trik. Nan a pinta e banda abao di nan wowo berde y haci e klepnan, cabei di wowo y wenkbrauw preto. Pa haya e colornan nan tabata usa sulphide di chumbo, un compuesto di koper y chime.

Damanan cu kier haci nan wowo bunita por haci asina mas facil awendia, gracias na industria di cosmetico, quimico y petroleo. En vez di raspa un schoorsteen, nan tin solamente di grawata e prijs di un potlood di pinta wenkbrauw y un cahita di mascara.

Azeta ta hungando un rol vital den

caru; den e lipstick cu cual el ta pinta su boca.

Panjanan ta forma e muher y den hopi caso azeta ta worde usa pa traha e panjanan. Por ehemplo:

Tempo cu riddernan tabata na mo-  
(Continua nu pagina 7)

bida di tur muher. For di su cutis, e estilo natural di cabei te na e patonan den cual el ta camna alertamente, e muher di awendia ta haya un man di ayudo for di derivados di petroleo.

Laga nos cuminsa mas ariba y mira com azeta ta yuda Gina Lollobrigida - or cualkier otro muher - parce awendia mas elegante y bunita cu su rumannan di anjanan anterior.

Ta worde bisá cu cabei di un muher ta su corona di gloria. Azeta ta yudele tene asina. Azeta blanco, un derivado di petroleo refiná 10 vez y despues filtrá ta bai den hopi clase di shampoo. Tin tambe tonico pa cabei cual ta contene un producto di azeta. E tonico ta bon pa haci cabei crece ora muhernan ta cambia for di cabei cortico pa largo cu ta colga te ariba nan shoulder.

E cara di Helena di Troye, conocidamente, a baha un mil barco na awa; e cara di muhernan di epoca moderna a inicia miles di estudionan cosmetico. Como resultado nan ta keda mas bunita -- pa mas tanto tempo.

Azeta blanco ta bai den e cold cream cu e ta usa pa limpia su cutis; den e potlood di wenkbrauw y mascara cu e ta usa ariba su wowonan; den e "base" cu el ta aplica bao su poer; den e rouge cu cual el ta pinta su



EVEN finger-nail polish contains oil. HASTA verf pa huija tin zeta aden.

16th Annual Event

Queen's Birthday Olympiad Is Scheduled for April 28

Men riding bicycles, men running in short pants and spiked shoes, men throwing javelins and shot puts and other pieces of sports equipment throughout the island this week heralds the approach of the Lago Sport Park's 16th annual Queen's Birthday Olympiad.

The event for which they are preparing has been scheduled for the San Nicolas stadium the night of April 28. The program will be made up of 26 events ranging from kite flying to the running broad jump.

Would-be contestants may secure entry blanks on the board members or at the park. The completed blanks must be returned by April 14. Trophies will be awarded to the winners of each event.

On the program will be:

100-yard dash; one-half-mile cycle race; 100-yard dash (up to 16 years of age); one-mile cycle race; 220-yard dash; 50-yard needle and thread

race; 440-yard relay race; one-mile cycle (class A); shot put; two-mile cycle race (class B); 440-yard dash; discus throw; one-half mile run; three-mile race; javelin; tug-o-war; 100-yard dash (for girls); one-mile run; running broad jump; pole vault; three-mile run; nine-mile cycle race; kite flying and 50-yard dash for employees more than 40 years of age.

As in years past, an outstanding olympiad athlete will be selected. It is expected more than 150 athletes will compete.



IN THE reading room of the Norwegian Seamen's Mission in San Nicolas, sailors from a number of ships while away the hours until sailing time. DEN E sala di lectura di Norwegian Seamen's Mission na San Nicolas, marineronan for di algun bapor ta pasa nan oranan.

Norwegian Mission Host to 13,888 Seamen

The Norwegian Seamen's Mission was host last year to close to 14,000 sailors who arrived in Aruba aboard ships of five nationalities, a year-end report by the pastor of the mission disclosed earlier this month.

Pastor Sigurd Espeland said 13,888 sailors from Norwegian, Swedish, Danish, Finnish and Panamanian ships visited the mission's reading

room in San Nicolas. In return, the pastor said, he and his staff visited 702 ships.

Other statistics on the mission's 1955 operations listed 164 film shows attended by 4889 persons; 96 religious services attended by 2783 persons; 214 social events attended by 7559 persons and 99 island tours attended by 332 persons.

Pastor Espeland reported the missions wrote or mailed 8543 letters for seamen; visited 13 in jail and 424 in hospitals and gave "special assistance" to 377 more.

The mission is maintained for seamen through public donations and contributions from the Norwegian government.

Mision Norwega A Hospeda 13,888 Marinero

Norwegian Seamen's Mission pasá a hospeda casi 14,000 marinero cu a baha aki na Aruba abordo di bapornan di cinco nacionalidad, asina un informe anual di e ministro di e mision a duna di conoce mas tempran e luna aki.

Domi Sigurd Espeland a bisa 13,888 marinero for di bapornan di Norwega, Suecia, Dinamarca, Finlandia y Panama a bishita e sala di lectura di e mision na San Nicolas. En cambio, e domi a bisa, el y su personal a bishita 702 bapor.

Otro cifranan ariba actividadnan di e mision durante 1955 ta munstra 164 pelicula atendi door di 4889 persona; 96 servicio religioso atendi door di 2783 persona; 214 evento social atendi door di 7559 persona y 99 paseo atravez di e isla atendi pa 332 persona.

Domi Espeland a reporta cu e mision a scirbi of post 8543 carta pa marineroan; bishita 13 den prison y 424 na hospital; asina un informe "ayudo special" na 377 mas.

E mision ta worde manteni pa marineronan door di donacion publico y contribucionnan di gobierno di Norwega.

Nuebe Empleado Promovi Den Tres Departamento

Nuebe empleado den TSD Laboratories Division, Mechanical Department y Colony Service Department a avanza un paso den nan organizacion respectivo cuminzando Maart 1.

Esnan promoví segun departamentu y anjanan di servicio ta: TSD Laboratories Division - Jesse F. Reynolds pa senior chemist, Alvah Rarick pa senior chemist, Jim Shaw III pa senior chemist, Fabiano S. Kelly pa assistant shift leader y Venancio F. C. Gomez pa shift leader; Mechanical Department - Sidney L. DeWeese, Mechanical Administration, pa zone supervisor y Marin M. Massey, machinist; Colony Service Department - Cornelius L. A. Lake pa foreman - crafts y Walter C. Mink Jr. pa supervisor, Office and Technical Service.

Sr. Reynolds, un graduado di Trinity University, a cuminsa su carera cu Jersey cu Humble Refining Co. na 1937. El a cuminsa na Aruba como un chemist A na December, 1945 y a worde nombrá group head C (shift leader) den Lab. No. 1. El a yega di traha den tres laboratorio di TSD y na un tempo el tabata chemist A encargá cu estudionan pa analiza crudo. El tabata B varios encargo como group head B interino den cada un di e tres laboratorionan.

Sr. Rarick a bini Lago como un student operator na Juni 1939. El a bra operator den Hydro/Alky Plant na 1943. Tres anja despues el a transferi pa Lab. No. 1 como group head C (shift leader). Mientras tanto el a regresa Lab. No. 2 como chemist A, despues pa Lab. No. 3. El ta posee un grado den quimica di Rutgers University.

Sr. Shaw, un graduado di Kansas State College, a bini Lago via Bayway unda el a cuminsa na Juli 1941 como student engineer. El a traha seis luna den Lab. No. 1, despues a transferi pa Lab. No. 3 unda el a traha desiste e tempo. Su promocion pa chemist B a bini na 1944 y chemist A na 1948. E anjanan entre 1944 y 1946 el a sirbi cu U. S. Navy.

Sr. Kelly tin mas cu 14 anja di servicio. Tur e tempo aki el a traha den laboratorionan. El a cuminsa como sample boy B y a progresa door di rangonan di tester, junior inspector, laboratory clerk y finalmente - su reciente promocion - assistant shift leader.

Sr. Gomez a worde promoví pa e posicion di shift leader. El tin mas cu cuatro anja di servicio creditá cu Lago. Sr. Gomez, sin embargo, a traha pa compania for di 1937 pa 1944 y for di 1944 pa 1945.

Den Mechanical Department, Sr. DeWeese a worde promoví pa zone supervisor for di assistant zone supervisor. El a cuminsa na 1947 como un draftsman di tuberia den TSD. Sr. Massey a cuminsa na November 1947 como field instructor den trabao di machine y foundry. El a bira job training instructor y anto su promocion reciente a hacie'le zone foreman den machinist craft.

Sr. Lake di Colony Service tin mas cu 17 anja di servicio y cu excepcion di dos periodo cortico cu paint craft, tur su tempo tabata den Colony Service. El a cuminsa como laborer D, traha door di rangonan di verfdó y den e categorianan di subforeman y foreman. Su ultimo promocion a hacie'le crafts foreman.

Sr. Mink a cuminsa su carera cu Lago den Marine Department como junior engineer y technical assistant. Su servicio a worde interumpí pa un permanencia cortico den U. S. Navy.

Autoridad Ta Atribui Delinquencia Juvenil Na Falta di Mayornan

Un quebra den disciplina di mayornan ta e motibo principal di delinquencia juvenil na Aruba y resto di mundo awendia, asina Lago Police Chief G. B. Brook a bisa mas tempran e luna aki.

Papiando dilanti e Teachers' Institute anual di schoolnan di Lago, Chief Brook a bisa cu e quebra a tuma dos forma:

1. E control disciplinario di e mayornan ariba e mucha.

2. E control disciplinario di e mayornan ariba nan mes.

El a sugerí e pasada di leyman cual lo forza mayornan pa acepta nan responsabilidad en frente nan yunan y comunidad.

"Ta mi sentimento personal," el a bisa 28 maestro di school reuní den sala di conferencia di Oficina Mayor, "cu delinquencia juvenil den e mayoria grandi di casonan ta sola-

mente e resultado final di irresponsabilidad di mayornan."

Falta di pationan di recreacion, falta di facilidadnan di school, bukinan di comics indeseable y otro factornan influenciando comportacion juvenil no ta e motibonan primordial, el a bisa. E responsabilidad fundamental ta keda cu e mayornan cu fayau di sinja y demanda for di nan yunan un respet pa bon y malo y kende pa motibo di nan mes accionnan ta kibra e mucha su respet pa ley y orden.

Delinquencia juvenil ta aumentando, Chief Brook a bisa. Schoolnan, misa, poliz, organizacionnan den comunidad no por worde sperá di domine'le. Si hendenan hoben ta pa cumpli cu nan destino como e speranza mas prometiente di mundo pa futuro, mayornan mester cuminsa awe mes sinja nan - cu palabra y ehemplo.



WITH a grinding wrench, a derrick was busy earlier this month ripping out trees in front of the old Esso Dining Hall. The dining hall was also torn out to make way for a parking area and new colony by-pass road.

CU UN forza grande un derrick tahata ocupá mas tempran e luna aki cortando e palonan dilanti Esso Dining Hall bieuw. E dining hall a worde kibrá pa duna espacio pa un lugar di para auto y un camina nobo den colony pa alivia trafico.

Azeta ta Bisti Muhernan

(Continu di pagina 6)

do muhernan tabata mes interesá den centura fini cu awentempo. Pesey nan tahata preta nan mes den corset di hero. Despues a bini corset di cuero y di baijn.

Awendia tur esey a cambia. Ainda muhernan ta histi corset pa duna curpa figura pero nan ta trahá di materialnan nobo manera nylon cual ta trahá di un derivado di petroleo - cyclohexane - y ta fortificá cu plastics di cual productionan di azeta ta un ingrediente.

Material nobo manera nylon, en realidad, ta forma e bistir di hopi muhernan cu ta sigui moda. Sombré, shimis, sweaters, saya, mea y panja di abao por worde obteni den nylon, dacron of un di e otro materialnan trahá den laboratorio cu quimiconan sacá for di un poos di azeta.

E estilo nobo di zapatonan di muher, trahá den un imitacion di glas di color, ta posible pa motibo cu un plastic derivá for di petroleo por worde usá como un capa protectivo. Azeta ta bai tambe den e was cu ta








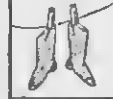
polish cuero y otro sorto di zapato.

Hopi tempo mannan di un muher ta e obheto di nan buniteza y un fuente di vanidad. Siglonan pasá un muher kende su hunjanan no tabata huntá cu henna tabata considerá exponi indecentemente. Varios substituto a worde desaroyá den e anjanan cu a sigui, pero no tabata te 1920 cu un polish satisfactorio pa hunja a worde desaroyá. E tabata trahá di nitrocellulose, un componente explosivo, cual en turno ta trahá di petroleo.

E pintura di hunja cu ta disponible awor den 400 color tin mas cu solamente un producto derivá di azeta aden. Un resin di petroleo ta yuda mara e polish na e hunja mientras un "plasticizer" di petroleo ta preveni su cascamento.

Azeta hasta a haci su entrada den e terreno mas elegante di moda pa muher. - capanan di piel. Awor tin disponible - for di productionan di petroleo - materialnan di arlon y dynol cu por worde trahá mescos cu e piel di e animalnan mas popular pa e obheto aki.

# 1956 American League Schedule

	AT CHICAGO	AT KANSAS CITY	AT DETROIT	AT CLEVELAND	AT WASHINGTON	AT BALTIMORE	AT NEW YORK	AT BOSTON
	April 20, 21, 22 May 28, 29 Aug. 14, 15, 16 Sept. 28, 29, 30	April 20, 21, 22 May 28, 29 Aug. 14, 15, 16 Sept. 28, 29, 30	May 11, 12, 13 July 2, 3 Aug. 10, 11, 12 Sept. 24, 25, 26	April 23 May 30, 30 Jun 29, 30, Jul 1, 1 Sept. 17, 18, 19, 9	May 1, 2 June 1, 2, 3, 3 July 17, 18, 19 Aug. 26, 26	May 16, 6 June 12, 13, 14 July 15, 15, 16 Aug. 23, 24, 25	May 8, 9, 10 June 8, 9, 10 July 12, 13, 14 Aug. 21, 22	
	April 27, 28, 29, 29 July 4, 4 Aug. 7, 7 Sept. 21, 22, 23	April 23, 24 May 30 (am), 30 (pm) June 29, 30, July 1 Sept. 6, 7, 18, 19	April 17, 18, 19 May 25, 26, 27 Aug. 8, 9 Aug. 31, Sept. 11, 12	May 11, 12, 13, 13 July 3 Aug. 17, 18, 19, 19 Sept. 25, 26	May 16, 6, 7 June 11, 12, 13 July 15, 15 Aug. 23, 24, 25	May 18, 9, 10 June 18, 19, 10 July 12, 13, 14 Aug. 21, 22	May 3, 4, 5 June 5, 6, 7 July 20, 21, 22, 22 Aug. 29	May 1, 2 June 1, 2, 3, 3 July 17, 18, 19 Aug. 26, 26
	July 6, 17, 18, 8 Aug. 17, 18, 19, 19 Sept. 3, 3, 4	April 23, 24 May 30 (am), 30 (pm) June 29, 30, July 1 Sept. 6, 7, 18, 19	April 20, 21, 22, 22 May 28 Aug. 14, 15, 16 Sept. 28, 29, 30	April 20, 21, 22, 22 May 28 Aug. 14, 15, 16 Sept. 28, 29, 30	May 8, 9, 10 June 8, 9, 10 July 12, 13, 14 Aug. 21, 22	May 16, 6, 7 June 11, 12, 13 July 15, 15 Aug. 23, 24, 25	May 1, 2 June 1, 2, 3, 3 July 17, 18, 19 Aug. 26, 26	May 3, 4, 5 June 5, 6, 7 July 20, 21, 22, 22 Aug. 28, 29
	April 17, 19 May 25, 26, 27, 27 Aug. 8, 9 Aug. 31, Sept. 11, 12	April 25, 26 July 6, 7, 8 Aug. 10, 11, 12 Sept. 3 (am), 3 (pm), 4	April 27, 28, 29 July 4, 4, 5 Aug. 6, 7 Sept. 21, 22, 23	May 1, 2 June 1, 2, 3, 4 July 17, 18, 19 Aug. 26, 27	May 3, 4, 5 June 5, 6, 7 July 20, 21, 22 Aug. 28, 29	May 8, 9, 10 June 8, 9, 10 July 12, 13, 14 Aug. 21, 22	May 8, 9, 10 June 8, 9, 10 July 12, 13, 14 Aug. 21, 22	May 6, 7 June 11, 12, 13, 14 July 15, 16 Aug. 23, 24, 25
	May 15, 16 June 15, 16, 17, 17 July 31, Aug. 1, 2 Sept. 16, 16	May 22, 23 June 18, 19, 20, 21 Aug. 3, 4, 5 Sept. 14, 15	May 20, 20 June 25, 26, 27 July 27, 28, 29 Sept. 11, 12, 13	May 18, 19 June 22, 23, 24, 24 July 24, 25, 26, 26 Sept. 18	April 20, 21, 22, 22 May 28, 29 Aug. 14, 15 Sept. 21, 22, 23	April 24 May 30, 30, 31 Jun 29, 30, Jul 1, 1 Sept. 7, 8, 9	April 25, 26 May 25, 26, 27 Aug. 17, 18, 19, 19 Sept. 25, 26	
	May 22, 23 June 19, 20, 21 Aug. 3, 4, 5, 5 Sept. 14, 15	May 15, 16 June 15, 16, 17, 17 July 30, 31, Aug. 1, 2 Sept. 16, 16	May 17, 18, 19 June 22, 23, 24 July 24, 25, 26 Sept. 18, 19	May 20, 20 June 22, 23 July 27, 28, 29, 29 Sept. 11, 12, 13	April 27, 28, 29, 29 July 4, 4 Sept. 5, 6 Sept. 28, 29, 30	May 11, 12, 13, 13 July 3 Aug. 10, 11, 12, 12 Sept. 3, 3	April 17, 18, 19 July 6, 7, 8 Aug. 8, 9 Aug. 31, Sept. 11, 12	
	May 17, 18, 19 June 22, 23, 24, 24 July 24, 25, 26 Sept. 18	May 20, 21 June 25, 26, 27 July 27, 28, 29 Sept. 11, 12, 13	May 22, 23, 24 June 18, 19, 20 Aug. 3, 4, 5 Sept. 14, 15	May 14, 15, 16 June 15, 16, 17 July 31, Aug. 1, 2 Sept. 16, 16	April 17, 18, 19 July 6, 7, 8 Aug. 8, 9 Aug. 31, Sept. 11, 12	April 25, 26 May 25, 26, 27 Aug. 17, 18, 19 Sept. 24, 25, 26	April 27, 28, 29 July 4, 4, 5 Aug. 6, 7 Sept. 21, 22, 23	
	May 20, 20 June 26, 27 July 27, 28, 29, 29 Sept. 11, 12, 13	May 17, 18, 19 June 22, 23, 24 July 24, 25, 26 Sept. 18, 19	May 15, 16 June 15, 16, 17 July 30, 31, Aug. 1, 2 Sept. 16, 16	May 22, 23 June 19, 20, 21 Aug. 3, 4, 5, 5 Sept. 14, 15	May 11, 12, 13 July 2, 3 Aug. 10, 11, 12 Sept. 3, 3, 4	April 23, 24 May 30, 30, 31 June 29, 30, July 1, 1 Sept. 7, 8, 9	April 20, 21, 22 May 18, 19 Aug. 14, 15, 16 Sept. 28, 29, 30	

\*Denotes Night Games. †Denotes Saturdays. ‡Denotes Sundays. §Denotes Holidays. All-Star Game—Washington—Tuesday, July 10, 1956.

## S & R Families Get Afternoon Clinic Care

Effective April 1 staff and regular employee family clinics will be conducted in the afternoon as well as the morning, according to a recent announcement made by Dr. R. C. Carrell, Lago Medical Department director.









The additional afternoon clinic hours will be from 1 to 3 o'clock Monday through Friday.

General clinic hours for all staff and regular employee families now are: 8 a.m. to 10:30 a.m. and 1 p.m. to 3 p.m. Clinic is open only in the morning on Saturdays and from 10 a.m. to 11 a.m. on Sundays and holidays.

For the information of newer employees and their family members, the Medical Department advises that all employees with non-acute or non-emergency conditions are expected to attend the regular week-day general clinics. At these times, all divisions of the clinic service including the laboratory are fully staffed. While a general clinic is operated from 10 a.m. to 11 a.m. on Sundays and holidays and while outpatient clinic service is available on a 24-hour basis, the Sunday clinic and the out-of-hours clinic facilities are operated primarily for acute illness and/or accidents only, so states the announcement.

Medical service for all non-acute conditions can best be rendered during week-day clinic hours, according to the Medical Department.

# 1956 National League Schedule

	AT BROOKLYN	AT NEW YORK	AT PHILADELPHIA	AT PITTSBURGH	AT CHICAGO	AT CINCINNATI	AT MILWAUKEE	AT ST. LOUIS
	April 25, 26 May 25, 26, 27 July 4, 4, 5 Aug. 31, Sept. 11, 12	April 23, 24 May 24 May 30, 30 July 6, 7, 8 Aug. 17, 18, 19	April 20, 21, 22 May 28, 29 Aug. 8, 9 Sept. 21, 22, 23, 24	May 8, 9, 10 June 1, 2, 3 July 15, 16 Aug. 28, 29, 30	May 1, 2 June 8, 9, 10 July 17, 18, 19 Aug. 23, 24, 25	May 1, 2 June 8, 9, 10 July 17, 18, 19 Aug. 23, 24, 25	May 16, 7 June 4, 5, 6, 7 July 12, 13, 14 Aug. 26, 27	May 3, 4, 5 June 11, 12 July 20, 21, 22, 22 Aug. 21, 22
	May 11, 12, 13 July 2 Aug. 14, 15, 16 Sept. 6, 7, 8, 9	April 27, 28, 29, 29 Aug. 6, 7, 8, 9 Sept. 21, 22, 23	April 20, 22, 22 May 28 Sept. 3, 4, 5 Sept. 28, 29, 30	April 23, 24 May 30, 30, 31 June 29, 30, July 1 Aug. 10, 11, 12	May 1, 2 June 12, 13 July 20, 21, 22, 22 Aug. 23, 24, 25	May 8, 9 June 1, 2, 3, 3 July 15, 15, 16 Aug. 28, 29	May 3, 4, 5 June 8, 9, 10 July 17, 18, 19 Aug. 21, 22	May 16, 6, 7 June 4, 5, 6 July 12, 13, 14 Aug. 26, 26
	April 17, 19 Jun. 29, 30, Jul. 1, 1 Aug. 10, 11, 12 Sept. 25, 26	April 27, 28, 29, 29 Aug. 6, 7, 8, 9 Sept. 21, 22, 23	April 25 May 25, 26, 27, 27 Aug. 14, 15 Sept. 7, 8, 9, 9	May 11, 12, 13, 13 July 3, 4, 4 Aug. 31, Sept. 11, 12, 2	May 4, 5 June 8, 9, 10, 10 July 17, 18, 19 Aug. 21, 22	May 16, 6 June 4, 5, 6, 7 July 12, 13, 14 Aug. 26, 26	May 11 June 1, 2, 3 July 20, 21, 22, 22 Aug. 23, 24, 25	May 8, 9 June 1, 2, 3, 3 July 15, 15, 16 Aug. 28, 29
	April 27, 28, 29, 29 Aug. 7 Sept. 3, 3, 5 Sept. 28, 29, 30	April 17, 18, 19 July 6, 7, 8, 8 Aug. 17, 18, 19 Sept. 25	April 25 May 25, 26, 27, 27 Aug. 14, 15 Sept. 7, 8, 9, 9	May 17, 18, 19 June 22, 23, 24, 24 July 24, 25, 26 Sept. 11	May 16, 6 June 5, 6, 7 July 12, 13, 14 Aug. 26, 26	May 3, 4, 5 June 12, 13 July 20, 21, 22, 22 Aug. 21, 22	May 8, 9 June 1, 2, 3 July 15, 15, 16 Aug. 28, 29, 30	May 1, 2 June 8, 9, 10, 10 July 17, 18 Aug. 23, 24, 25
	May 20, 20 June 25, 26, 27 July 27, 28, 29, 29 Sept. 14, 15	May 15, 16 June 19, 20, 21 Aug. 3, 4, 5, 5 Sept. 18, 19	May 22, 23 June 15, 16, 17, 17 July 30, 31, Aug. 1 Sept. 16, 16	May 17, 18, 19 June 22, 23, 24, 24 July 24, 25, 26 Sept. 11	April 20, 21, 22, 22 May 28, 29 Aug. 14, 15, 16 Sept. 29, 30	April 27, 28, 29, 29 July 4, 4 Aug. 8, 9 Aug. 31, Sept. 11, 12	April 17, 19 July 5, 6, 7, 8 Aug. 6, 7 Sept. 21, 22, 23	April 25 May 25, 26, 27, 27 Aug. 17, 18, 19 Sept. 3, 3, 5
	May 18, 19 June 22, 23, 24, 24 July 24, 25, 26 Sept. 16, 17	May 22, 23 June 15, 16, 17, 17 July 31, Aug. 1, 2 Sept. 11, 12	May 20, 20 June 18, 19, 20 Aug. 3, 4, 5, 5 Sept. 18, 19	May 15, 16 June 25, 26, 27 July 27, 28, 29, 29 Sept. 13, 13	Apr. 20, 21, 22, 22 May 28, 29 Aug. 14, 15, 16 Sept. 29, 30	April 27, 28, 29, 29 July 4, 4 Aug. 8, 9 Aug. 31, Sept. 11, 12	April 25 May 25, 26, 27 Aug. 10, 11, 12 Sept. 3, 3, 4, 5	April 24 May 30, 30, 31 Jun. 29, 30, Jul. 1, 1 Sept. 7, 8, 9
	May 22, 23 June 15, 16, 17 July 30, 31, Aug. 1, 2 Sept. 11, 12	May 17, 18, 19 June 22, 23, 24 July 24, 25, 26 Sept. 16, 17	May 13, 16 June 25, 26, 27 July 27, 28, 29 Sept. 13, 14, 15	May 20, 20 June 18, 19, 20, 21 Aug. 3, 4, 5, 5 Sept. 18	April 24 May 30, 30, 31 Jun. 29, 30, Jul. 1, 1 Sept. 18, 19, 9	May 11, 12, 13, 13 July 2, 3 Aug. 17, 18, 19, 20 Sept. 25	April 27, 28, 29, 29 July 4, 4 Aug. 8, 9 Aug. 31, Sept. 11, 12	April 20, 21, 22, 22 May 28 Aug. 14, 15, 16 Sept. 28, 29, 30
	May 15, 16 June 19, 20, 21 Aug. 3, 4, 5, 5 Sept. 18, 19	May 20, 20, 21 June 26, 27 July 27, 28, 29 Sept. 13, 14, 15	May 17, 18, 19 June 22, 23, 24, 24 July 24, 25, 26 Sept. 11	May 22, 23 June 15, 16, 17, 17 July 31, Aug. 1, 2 Sept. 16, 16	May 12, 13, 13 July 2, 3 Aug. 10, 11, 12, 12 Sept. 25, 26	April 17, 19 July 6, 7, 8 Aug. 6, 7 Sept. 21, 22, 23, 23	April 27, 28, 29, 29 July 4, 4 Aug. 8, 9 Aug. 31, Sept. 11, 12	April 25 May 30, 30, 31 Jun. 29, 30, Jul. 1, 1 Sept. 7, 8, 9

\*Denotes Night Games. †Denotes Saturdays. ‡Denotes Sundays. §Denotes Holidays. \*Played in Jersey City. All-Star Game—Washington—July 10, 1956

## B. E. Croes Will Retire



B. E. Croes

Bernardo E. Croes, the first employee to complete 30 years of service in Aruba, plans to retire April 1 after exceeding a boast he made the day he was hired.

Mr. Croes was first employed Jan. 5, 1925, by the fore-runner of Lago, the Pan American Petroleum Co. That day he went home and said to his wife, "I'm going to work for the company for 30 years."

On Jan. 5, 1955, he attended a meeting of the Executive Committee where Lago President J. J. Horigan presented him with a diamond-studded 30-year button. Mr. Croes told the committee of his boast and, fondling his pin, added, "Well, I made it."

During his 30 years, Mr. Croes did not have a day of deductible absence. Last August, however, he was taken ill and was confined to his home. Hence he will retire with 30 years, seven months and five days of service. Born in Aruba, he does not plan to leave the island.

In 1928, when Lago was purchased by the Standard Oil Co. (N.J.), Mr. Croes was retained as a fitter in the Pipe Craft. Since that time he has had seven promotions and will retire as a Pipe Craft subforeman.

## Croes Elected SPAC Chairman

Maximo Croes of the Executive Office has been elected chairman of the Special Problems Advisory Committee. Formerly a member of the Lago Employee Council, Mr. Croes was elected to the SPAC earlier this year.

Other officers of the committee are R. E. Frank, vice-chairman and G. V. Roos, secretary. Mr. Frank works in the Technical Service Department; Mr. Roos in the Safety Division.

The new officers took over during the committee's annual turn-over meeting held this year on March 7.

## Juvenile Delinquency Laid To Parents' Lack Of Discipline

A breakdown in parental discipline is the principal cause of juvenile delinquency in Aruba and the rest of the world today, Lago Police Chief G. B. Brook said earlier this month.

Speaking to the annual Teachers' Institute of the Lago school system, Chief Brook said the breakdown took two forms:

1. The parents' disciplinary control over the child.

2. The parents' disciplinary control over themselves.

He urged the passage of laws which would force parents to accept their responsibility to their children and to the community.

"It is my personal feeling," he told 28 teachers gathered in the Conference Room of the General Office Building, "that juvenile delinquency in the vast majority of cases

is only the end result of parental irresponsibility."

Lack of playgrounds, lack of school facilities, undesirable comic books and other factors influencing juvenile behaviour are not the primary causes, he stated. The fundamental responsibility lies with parents who fail to teach, and demand from their children, a respect for right and wrong and who by their

own actions break down the child's respect for law and order.

Juvenile delinquency is on the increase, Chief Brook said, and it can only be curbed by parents.

If young people are to fulfill their destiny as the world's most promising hope for the future, parents must set about today teaching them - by word and example - to become responsible citizens.